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SOURCE

Hsin-kuan-ch'a

BRIDGES ON T'IEN-SHUI -- CH'ENG-TU RR COMPLETED AS FAR AS MIEN-YANG

(Hsin-hua) -- In the 118 kilometer section of the T'ien-shui -- Ch'eng-tu railway, from Ch'eng-tu to Mien-yang, there are 6 large bridges, 16 middlesized bridges, 109 small bridges, and 173 culverts. The average number of bridges and culverts per kilometer is greater on this line than on any other in China. Practically all of these bridges and culverts were completed by the end of May 1953.

Since March 1953, several tens of thousands of laborers have been at work grading the roadbed for the section north of Mien-yang and as far as Luch-yang. The railway has to cross the Ta-pa Shan, the Fou Chiang, the T'o Chiang, and the Chia-ling Chiang, and then the Ch'in-ling Range. Between Ch'eng-tu and Luch-yang, there are to be 89 tunnels of various lengths, which is more than twice as many as on the Ch'eng-tu -- Chungking line. There are to be six bridges all of which are over 600 meters long; the Pa-miao-kou tunnel in Kuang-yuan Hsien is to be 1,600 meters long. On this section of the line, the amount of earth and stone excavation or filling averages over 50,000 cubic meters per kilometer. As to grades, there will be some sections where two locomotives will be required to pull the trains.

Much of the excavation is in rock which is extremely hard, as is evidenced by the fact that in some places a hole for blasting can be drilled to a depth of only 0.70 meters in one day, and for blasting this kind of rock, on the average, one kilogram of dynamite is required to break loose each cubic meter of rock. This indicates why progress has been slower than planned. One workman demonstrated that by drilling a hole 6-7 meters deep and putting in a charge of 70-80 kilograms of dynamite about 300 "fang" of rock might be blown up. /One fang appears to be roughly equivalent to one cubic meter. /

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